

# NATIONAL IDLING REDUCTION NETWORK NEWS

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## *In Memoriam Sid Diamond* *January 6, 1933 – August 17, 2005*

The idling reduction community has lost a man whose curiosity knew no bounds and whose quest for knowledge was legendary. Using U.S. Department of Energy (DOE) funding, he supported a considerable number of ground-breaking technology development projects and analytical studies, including the More Electric Truck and *Analysis of Technology Options to Reduce the Fuel Consumption of Idling Trucks*. We will all miss his passion for his work, his family, and his fellow human beings. To quote Paul Abelson of *Land line* magazine, "He was one of the Good Guys!" *Source:* Linda Gaines, Argonne National Laboratory



## SOLICITATIONS AND AWARDS

### *Interest in Small Business Advantage Grants Overwhelms Pennsylvania Program*

In just 1 month, demand for State grants for idling reduction technology on trucks has exceeded the funds available from the Pennsylvania's Small Business Advantage Grant program. The Pennsylvania Department of Environmental Protection's Office of Energy Technology and Deployment recently had to announce that it cannot accept additional new applications for this kind of project for the fiscal year starting July 1, 2005. The Small Business Advantage Grant program was designed to help small business owners put in place equipment or processes that enhance energy efficiency or promote pollution prevention. Over the past fiscal year, a diversity of projects was funded such as process improvements, wind power, and high-efficiency lighting in addition to truck equipment. The previous year's program awarded 88 grants for a total of over \$300,000 to truck idling reduction equipment. About \$1 million has been available each year. For more information, contact Dave Barnes at (717) 772-5160 or [epadvantagegrant@state.pa.us](mailto:epadvantagegrant@state.pa.us), or please go to <http://www.dep.state.pa.us/dep/deputate/pollprev/Ombudsman/Advantage/ADVANTAGE.htm>. *Source:* Arleen Shulman, Bureau of Air Quality, Pennsylvania Department of Environmental Protection

### *West Coast Diesel Collaborative Awards \$1.4 Million to Combat Diesel Pollution*

On August 22, 2005, the U.S. Environmental Protection Agency (EPA) announced that its West Coast Collaborative had awarded \$1.4 million as the cost-share of 16 grants totaling over \$5.8 million to reduce diesel pollution in California, Oregon, and Washington State. Among the projects funded were:

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- Advanced Locomotive Emission Control System in Roseville, California
- Truck Fleet Idle Reduction Demonstration Project with the Sacramento Municipal Planning District
- I-5 Truck Idle Reduction Rebate Project with the Oregon Department of Energy
- Puget Sound Maritime Air Emissions Inventory & Diesel Emissions Reduction Project with the Puget Sound Maritime Air Forum.

Further information is available at <http://www.westcoastcollaborative.org/grants/index.htm>. Source: Michelle Roos, EPA Region 9

## ***DOE Leverages Almost \$1 Million in Awards for Idling Reduction***

The DOE Clean Cities program announced on August 30, 2005, the award of cost-shared grants to six Clean Cities Coalitions in five States. DOE contributed \$434,699 to the almost \$1 million in awards. Winning grant applications were from:

- Clean Cities Atlanta Partnership for Clean Transportation and Li-Way Transport & Storage for installation of Pony Pack auxiliary power units on 16 trucks
- Capital District (Albany, New York) Clean Communities and New York State Energy Research and Development Authority (NYSERDA) to install an Espar coolant heater idle reduction system in 35 school buses
- Central Indiana Clean Cities Alliance to install 30 ProHeat idle reduction kits on Styline's fleet (an EPA SmartWay partner)
- Denver Metro Clean Cities and Flatiron Improvement District to develop a public awareness campaign on idling reduction technology
- Clean Communities of Western New York to provide start-up electrical power to engine block heaters already installed in the 100 school bus fleet
- Baltimore Clean Cities and Maryland Transit Administration to purchase and install Clever Devices BusLink Switches on approximately 100 transit buses.

Further information is available from Shelley Launey, DOE, at (202) 586-1573 or [shelley.launey@ee.doe.gov](mailto:shelley.launey@ee.doe.gov). [http://www.eere.energy.gov/state\\_energy\\_program/projects\\_all\\_state.cfm](http://www.eere.energy.gov/state_energy_program/projects_all_state.cfm)

## **CONFERENCES, PUBLIC MEETINGS, AND WEB EVENTS**

### ***Everything You Wanted to Know about Freight Provisions in SAFETEA-LU to be Subject of Webcast***

A special "Talking Freight" webcast will be held on September 12, 2005, from 1:00 to 2:30 p.m. EDT to discuss the freight provisions of the new transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). Tony Furst, Director of the Federal Highway Office of Freight Management and Operations, will be giving this presentation. The event will be recorded for those who cannot make it on this date.

To register, please go to <http://talkingfreight.webex.com/>. After registering, you will receive an e-mail with login instructions. If several people from your office plan on viewing this webcast, you are encouraged to view it together from a single location, such as a conference room. If you decide on this approach, only one person from your office needs to register. If you have any questions, please contact Carol Keenan, Office of Freight Management and Operations, at (202) 366-6993, [carol.keenan@fhwa.dot.gov](mailto:carol.keenan@fhwa.dot.gov)

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or Eloise Freeman-Powell, Office of Planning, (202) 366-2068, [eloise.freeman-powell@fhwa.dot.gov](mailto:eloise.freeman-powell@fhwa.dot.gov).

## ***Technology Fair to Showcase Idling Reduction Equipment in Sacramento***

The Sacramento (California) 49er Travel Plaza will be the site for the Idle Reduction Technology Fair on Tuesday, September 13, 2005. Please contact Gil Tisdale at (916) 927-4774, extension 241, if you would like to display equipment. For further information, please contact Bill Warf, Sacramento Municipal Utility District, at (916) 732-6976.

## ***Reducing Railroad Emissions on Agenda for Next CARB Board Meeting***

CARB has posted the agenda for its Public Board Meeting to be held on September 22, 2005 at 2:00 p.m. in Los Angeles. The purpose of the Board Meeting is to consider public comment on the CARB/Railroad Statewide Agreement for a particulate emissions reduction program at California rail yards, entered into on June 24. There will also be a webcast of this meeting. For more information, please contact Erik White at (916) 324-8029, or go to <http://www.arb.ca.gov/board/ma/2005/ma092205.htm>.

## ***October Conference on Marine Fuel to Focus on Emissions***

The Marine Fuel Sustainability Forum will be held in San Francisco, California, on October 5-7, 2005. The conference will provide an opportunity to hear industry representatives and regulators debate and discuss global marine emissions issues, including the need to develop strategies for both cleaner fuels and economic growth. Information is available at <http://www.bunkerworld.com/sanfran2005>. Source: Lisa Williams, California Air Resources Board (CARB)

## ***West Coast Collaborative Marine Vessels and Ports Workgroup to Meet in San Francisco***

On October 5, 2005, the West Coast Collaborative Marine Ports and Workgroup will meet at Pier 1 at the San Francisco Embarcadero to discuss emerging technology opportunities, partnering with port customers, international shipping standards, and identifying a workgroup collective action plan. If you wish to attend, please contact Brewster Boyd at (206) 447-1805 or [brewster.boyd@ross-assoc.com](mailto:brewster.boyd@ross-assoc.com) by September 9.

## ***CARB to Hold Public Hearing on Reducing Idling Emissions from New and In-Use Trucks Starting in 2008***

The California Air Resources Board will conduct a public hearing on October 20, 2005, in Sacramento to consider adoption of amendments to California regulations for new and in-use heavy-duty diesel engines and trucks. This item will be considered at a 2-day meeting of the Board, which will commence at 9:00 a.m., October 20, 2005, and may continue at 8:30 a.m., October 21, 2005. This item may not be considered until October 21, 2005. Please consult the agenda for the meeting, which will be available at least 10 days before October 20, 2005, to determine the day on which this item will be considered. For further information, please go to <http://www.arb.ca.gov/regact/hdvidle/hdvidle.htm> or contact Daniel Hawelti, CARB, at (626) 450-6149 or [dhawelti@arb.ca.gov](mailto:dhawelti@arb.ca.gov).

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## CONGRESSIONAL UPDATE

### *EPA FY 2006 Appropriations Bill Signed*

President Bush signed H.R. 2361, the bill containing appropriations for EPA, on August 2, 2005. EPA's voluntary programs to reduce diesel emissions will receive \$15 million for FY 2006, allocated as shown below:

- \$5 million for the National Clean Diesel Campaign, of which the West Coast Collaborative will get a substantial portion of the funds during the first year
- \$3 million for Communities Activated for a Renewed Environment (CARE)
- \$7 million for the Clean School Bus USA program.

Source: Michelle Roos, EPA Region 9

### *Idling Reduction Provisions in New Landmark Legislation*

President Bush recently signed two long-term authorization bills that have provisions pertaining to idling reduction. On August 8, he signed the Energy Policy Act of 2005 (EPAct 2005), the first energy bill since 1992, and on August 10, he signed the SAFETEA-LU, the authorization for the U.S. Department of Transportation.

One must keep in mind that the Federal budget process is a two-step process: first comes authorization of appropriations, then the appropriations themselves. Funding in EPAct 2005 and SAFETEA-LU is only authorized. Unless the monies are actually appropriated, no money can be spent.

Below is a summary of provisions that pertain to idling reduction.

### **EPAct 2005 (H.R. 6 Conference Report 109-190)**

- *§751, Railroad Efficiency*

DOE, in cooperation with DOT and EPA, is to establish a cost-shared, public-private research partnership involving the Federal Government, railroad carriers, locomotive manufacturers and equipment suppliers, and the Association of American Railroads, to develop and demonstrate railroad locomotive technologies that increase fuel economy, reduce emissions, and lower costs of operation. Authorizations for appropriations are \$15 million in FY 2006, \$20 million in FY 2007, and \$30 million in FY 2008.

- *§756, Reduction of Engine Idling*

EPA has several responsibilities in this section. Within 90 days of enactment of this law, it must:

- Commence a review of its mobile source air emission models
- Determine whether the models accurately reflect the emissions resulting from long-duration idling of heavy-duty vehicles and other vehicles and engines

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- Update those models as appropriate
- Commence a review of the emission reductions achieved by the use of idle reduction technology
- Complete such revisions of the regulations and guidance as appropriate.

Within 180 days of enactment, EPA must complete these reviews and make the results publicly available. The reports can also talk about potential fuel savings due to using idle reduction technology (see definitions below).

In consultation with DOT, EPA's SmartWay Transport Partnership will establish a program that supports deployment of idle reduction technologies and energy conservation technologies. Funding in FY 2006 is authorized at \$19.5 million; in FY 2007, at \$30 million; and in FY 2008, at \$45 million. There must be 50-percent cost-sharing provided by non-Federal entities.

There is also an authorization for SmartWay to reduce extended idling of locomotives using \$10 million in FY 2006, \$15 million in FY 2007, and \$20 million in FY 2008. There is also a requirement for 50-percent cost-sharing provided by non-Federal entities.

EPA, again in consultation with DOT, must begin a study to analyze all locations at which heavy-duty vehicles stop for long-duration idling, including truck stops, rest areas, border crossings, ports, transfer facilities, and private terminals. This study must be completed within 180 days of enactment of the law.

The term "idle reduction technology" is defined in this section as an advanced truck stop electrification system, an auxiliary power unit, or other technology that is used for long-duration idling and allows for the main drive engine or auxiliary refrigeration engine to be shut down. "Energy conservation technology" means a device, system of devices, or equipment that improves the fuel economy.

This section allows a weight increase in heavy-duty trucks by 400 pounds without penalty if the increase is associated with the added weight of idle reduction technology.

- *\$792 and \$793, National Grant and Loan Programs and State Grant and Loan Programs*

EPA is charged with establishing two grant programs and low-cost revolving loan funds. The agency is authorized for funding at \$200 million each year for FY 2007 – FY 2011. The National Grant and Loan Programs will receive 70 percent of the funds, while the State Grant and Loan Programs will receive the remaining 30 percent. The money is to go to eligible entities to achieve significant reductions in diesel emissions, particularly in low air-quality areas. For the National program, which is competitive, fleets are eligible to receive 50 percent of the funding. Grantees or entities receiving loans can be truck stops, ports, rail yards, terminals, and distribution centers in areas of poor air quality and high population density. Entities can retrofit their equipment or work on programs or projects to reduce long-



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duration idling. Under the State grant and loan program, the State can develop and implement a program that will meet its needs and goals pertaining to the reduction of diesel emissions. The amount of funding that each State receives depends on the number of States requesting funding.

## SAFETEA-LU

- *§1113, Surface Transportation Program*

Advanced truck stop electrification systems are now eligible for funding under this section. The term "advanced truck stop electrification system" means a system that delivers heat, air-conditioning, electricity, or communications to a heavy-duty vehicle.

- *§1305, Truck Parking Facilities*

This section addresses the shortage of long-term parking facilities for commercial motor vehicles. It requires DOT to create a pilot program, in cooperation with State, regional, and local governments, to solve the problem by any of these solutions:

- constructing safety rest areas that include parking for commercial motor vehicles
- constructing commercial motor vehicle parking facilities adjacent to commercial truck stops and travel plazas
- opening existing facilities to commercial motor vehicle parking, including inspection and weigh stations and park-and-ride facilities
- promoting the availability of publicly or privately provided commercial motor vehicle parking on the National Highway System using intelligent transportation systems and other means
- constructing turnouts along the National Highway System for commercial motor vehicles
- Making capital improvements to public commercial motor vehicle parking facilities currently closed on a season basis to allow the facilities to remain open year-round
- Improving the geometric design of interchanges on the National Highway System to improve access to commercial motor vehicle parking facilities.

Starting in FY 2006, \$6.25 million is authorized for each of next 4 fiscal years.

- *§ 1306, Freight Intermodal Distribution Pilot Grant Program*

Grants may be awarded to States to facilitate and support intermodal freight transportation initiatives at the State and local levels to relieve congestion, improve safety, and provide capital funding to address infrastructure and freight distribution needs at inland ports and intermodal freight facilities. Priority should be given for grants to reduce congestion into and out of international ports located in the United States, to demonstrate ways to increase the likelihood that freight container



movements involve freight containers carrying goods, and to establish or expand intermodal facilities that encourage the development of inland freight distribution centers. This section earmarks 20 percent of the authorized funding to six locations in five States: Oregon, Georgia, California, Alaska, and North Carolina.

- *§1412, Idling Reduction Facilities in Interstate Rights-Of-Way*

This section permits electrification or other idling reduction facilities and equipment used by commercial vehicles to be placed in rest and recreational areas that are on the rights-of-way of the Interstate Highway System, as long as this doesn't diminish the number of existing designated truck parking spaces. The States may charge for the use of the spaces or permit the charging of a fee for use of those parking spaces actively providing power to a truck to reduce idling. The exclusive purpose of these facilities will enable operators of commercial motor vehicles to reduce idling while parked in the rest or recreational area and to use installed or other equipment specifically designed to reduce idling of trucks or proved alternative power to support driver comfort while parked.

- *§ 1601, Transportation Infrastructure Finance and Innovation Act Amendments*

SAFETEA-LU authorizes a total of \$610 million through FY 2009 to pay the subsidy cost (similar to a commercial bank's loan reserve requirement) of supporting Federal credit under the Transportation Infrastructure Finance and Innovation Act (TIFIA). To encourage broader use of TIFIA financing, the threshold required for total project cost is lowered to \$50 million, and eligibility is expanded to include public freight rail facilities or private facilities providing public benefit for highway users, intermodal freight transfer facilities, and access to such freight facilities and service improvements to such facilities, including capital investment for intelligent transportation systems.

- *§1808, Addition to CMAQ-Eligible Projects*

The Congestion Mitigation and Air Quality Program (CMAQ), continued in SAFETEA-LU at a total funding level of \$8.6 billion through 2009, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). The formula for distribution of funds, which considers an area's population by county and the severity of its ozone and carbon monoxide problems within the nonattainment or maintenance area, with greater weight given to areas that are both carbon monoxide and ozone nonattainment/maintenance areas, is continued. SAFETEA-LU requires the Secretary to evaluate and assess the effectiveness of a representative sample of CMAQ projects, and maintain a database. Advanced truck stop electrification and diesel retrofit projects are now eligible for funding under this section. Outreach activities are to be supported to provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits. DOT and EPA are to work together on the requirements of this section.

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For more information about SAFETEA-LU, please go to <http://www.fhwa.dot.gov/reauthorization/conference.htm>. Source: Diane Turchetta, Federal Highway Administration

## OTHER NEWS OF INTEREST

### *Texas Gets Serious about Idling of Heavy Vehicles*

According to the *Daily Texan* and *News 8 Austin* staff, the Central Texas Clean Air Coalition announced new idling restrictions for heavy-duty vehicles in Bastrop, Caldwell, Hays, Travis, and Williamson counties. Elected officials from these counties and seven cities signed an agreement with the Texas Council on Environmental Quality to locally enforce new State idling limits. The implementation plan stipulates that it will be a violation of State law for operators of vehicles having a gross vehicle weight of more than 14,000 pounds to idle for more than 5 minutes during the Central Texas Ozone Season, which is April 1 through October 31. Certain exceptions do apply, such as heavy traffic that may cause a vehicle to remain motionless, or if a vehicle is idling for maintenance or diagnostic purposes.

The coalition favors the locally enforced plan as it helps to reduce excess fuel consumption and increase engine life, thus conserving money and improving air quality. Inside city limits, cities can either take violators directly to court and seek penalties of \$1,000 or more, or adopt a municipal ordinance and write tickets to violators for fines up to \$500. Outside city limits, violators will be taken directly to court by the county for penalties of \$1,000 or more. Source: Joe Tario, NYSERDA

### *IdleAire Ventures into Terminals*

The Great America Trucking Show on August 25, 2005, was the site for IdleAire's announcement that it has signed an agreement with Oklahoma-based Arrow Trucking Company to build 50 spaces at Arrow's terminal in Tulsa. IdleAire also announced that it is in discussion with fleets that control 113 terminals, and the company will work to provide its equipment at intermodal facilities, ports, border crossings, and transfer facilities. Arrow is an EPA SmartWay Transport Partner. [http://www.idleaire.com/newsroom/releases/08\\_25\\_2005.jsp](http://www.idleaire.com/newsroom/releases/08_25_2005.jsp)  
Source: Diane Turchetta, Federal Highway Administration

### *IRS Removes Taxes on Diesel Fuel in Wake of Hurricane Katrina*

According to the *Sacramento Bee*, the Internal Revenue Service acted on September 2, 2005, to expand the nationwide supply of diesel fuel by lifting some excise taxes. The action allows diesel fuel intended for farm equipment and Government vehicles to be used by commercial trucks and other vehicles without a special tax. The decision lifts Federal excise taxes typically imposed when diesel is used outside of farm and Government work. Treasury Department officials said the possibility of reducing the Federal tax on gasoline is not under active consideration in the administration. They said it would require legislation to reduce the tax. For more information, please go to <http://www.sacbee.com/24hour/politics/story/2683934p-11216496c.html>.



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## **California Senate Rejects Cindy Tuck as Chair of Air Resources Board**

The Democratic-led California Senate rejected Governor Arnold Schwarzenegger's nominee to head the Air Resources Board on September 1 on the grounds that she represented industrial, rather than environmental, interests. The party-line vote of 24-14 came a day after a Senate committee recommended against appointing Cindy Tuck to head the Air Resources Board. For further information, please go to <http://www.sacbee.com/content/politics/story/13507708p-14348276c.html>. According to the Environmental News Network, the Governor will name a new leader to the agency as soon as possible. Ms. Tuck must step down as Chair within 60 days. <http://www.enn.com/today.html?id=8683>

## **PRESENTATIONS NOW AVAILABLE FROM SEVERAL MEETINGS**

### **2005 Clean Cities Conference and Exposition**

Judging by all standards, the 2005 Clean Cities Conference was quite successful. According to the conference planners, there were 1,282 attendees at the event in May 2005 in Palm Springs, California, a 41-percent increase over last year. Next year the conference will be held in Phoenix, Arizona, on May 7-10, 2006. The presentations from the 2005 conference can be found at <http://www.afvi.org/palmsprings/index.html>.

### **Forward Wisconsin: Reducing Emissions for the Long Haul**

Presentations from the July 20, 2005, "Forward Wisconsin: Reducing Diesel Emissions for the Long Haul" held at the Milwaukee Area Technical College, in Oak Creek, Wisconsin, are now posted at the EPA Region 5 website. <http://www.epa.gov/region5/air/mobile/presentations.htm>  
Source: Julie Magee, Regional 5 EPA

### **DOE 11<sup>th</sup> Diesel Engine Emissions Reduction Conference and EPA Clean Air Innovations Conference**

Both of these conferences will have presentations and posters on their websites within the next week or so. Please go to <http://www.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.shtml> and <http://www.cleanairinfo.com/airinnovations2005/>, respectively, to view these materials and ask to be added to their mailing lists for future events.

## **Back Issues of National Idling Reduction Network News Available On-Line**

If you are a new subscriber or have misplaced an issue of this newsletter, all issues are now located at [http://www.eere.energy.gov/vehiclesandfuels/resources/fcvt\\_national\\_idling.shtml](http://www.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.shtml).

## **Summary of State Anti-Idling Regulations**

Look at the document at the following site for the most up-to-date list of regulations in States and municipalities that cover anti-idling regulations. [http://www.atrionline.org/research/results/idling\\_chart.pdf](http://www.atrionline.org/research/results/idling_chart.pdf). If your State or municipality has changed anything listed here or if it is in error, please let us know, and we'll make sure to inform our readership.

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This newsletter is also a place to let people know that you are thinking of adding or changing regulations and are soliciting comments.

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